

Comment Letter I043

I043

TRAIN
 CALIFORNIA HIGH SPEED
 Draft Program EIR/EIS
 Comments
 925 L Street
 Sacramento, CA 95814

6755 Rhodes Avenue #131
 North Hollywood, CA. 91606
 April 26, 2004
 (818) 982-1817



LADIES AND GENTLEMEN:

Hope the CALIFORNIA HIGH SPEED TRAIN project is developing well.
 Adding to my COMMENT SHEET, April 13, 2004 enclosing DAILY NEWS
 (OSANGELES) article, "Gridlock in cards for I-5 corridor," Sunday
 April 25, 2004. We need CHST.

Adding to suggestion to route CHST through Antelope Valley
 (with Palmdale Station) might route along Highway 138 (Avenues)
 to I-5 in Gorman Area to pick up the 23,000 home
 development for Tejon Ranch, and grapevine into Bakersfield,
 CA.

Also suggest encourage entrepreneur Donald Trump to
 construct one of his massive hotels along the CHST route
 perhaps like Union Station downtown LA which connects
 with a multitude of transportation trains.

Is a second public hearing in Los Angeles planned
 for June? THANK YOU. GOOD LUCK.
 Sheldon H. Walter Retired Professional

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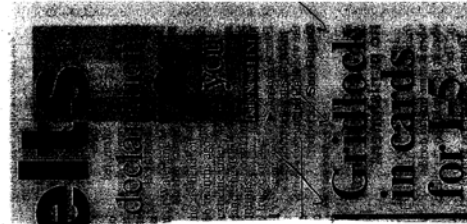
Daily News



ONE DOLLAR

APRIL 25, 2004

www.sj.com



Comment Letter I043 Continued

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declaration

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16 months ago
extreme emer-
and the City
options.

freeze or we
I've seen, we



Are you
dissatisfied with
City Hall?
See Page 2

Gridlock in cards for I-5 corridor

Freeway fixes can't
keep up with growth

By Lisa Mascaro
Staff Writer

Improvements on the Golden State Freeway (5) corridor through the Santa Clarita and San Fernando valleys have failed to keep pace with the increase in traffic, and gridlock will get dramatically worse as the population of north Los Angeles County soars in coming years.

Traffic along the corridor — expected to increase well beyond the traffic.

Freeway's capacity in 20 years — already is so bad that Caltrans has given up trying to maintain stop-and-go conditions and now hopes simply to get the minimum level of service.

Car-pool lanes are supposed to help carry the thousands of new commuters, but the project is stalled by state budget cuts while massive new housing projects are planned.

Groundbreaking on Newhall Ranch's 20,000 new homes is slated for 2006 and plans are being set for Centennial's

20 — NEWS / SUNDAY, APRIL 25, 2004 / DAILY NEWS

Gridlock looming for I-5

I-5 / From Page 1

Las Lomas' 5,800 homes to the south. Countless smaller projects also are in the works.

"I am extremely concerned about the (Interstate) 5 corridor," said Assemblyman Keith Richman, R-Granada Hills, who's working in Sacramento on strategies for getting transportation improvements funded and built.

"This is just another example of our lack of investment in transportation infrastructure. North Los Angeles County is one of the fastest-growing areas in our state and I am very concerned about the impacts on mobility from the population growth that's going to occur in those areas."

The freeway even has its own support group, the Golden State Gateway Coalition, made up of local leaders and builders pressing for money to build HOV and truck lanes as regions compete for scarce state dollars.

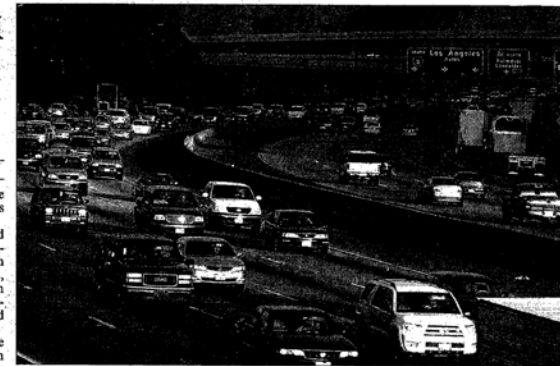
The Metropolitan Transportation Authority, which is finishing up a major study of the corridor, is also looking at possible new countywide fees on developers to help pay for transportation improvements — something builders don't necessarily oppose.

Newhall Ranch, as part of its approval by the county Board of Supervisors in 2003, agreed to a provision requiring it to pay developer fees if a new system was devised. Las Lomas developer Dan Palmer said he'd "embrace" paying into a fund to beef up the public transit system in Los Angeles.

"We need to establish a regional mass transit system," said Palmer, who's trying to get Metrolink trains to make a stop in the development area, so new residents could use the trains instead of the I-5.

"It'll be expensive. We would be good corporate citizens and participate in any kind of fair share cost of that system. We would embrace it."

Newhall Ranch, which will



Afternoon traffic is heavy on Interstate 5 north of the 14 Freeway interchange recently. *Charlotte Schmid-Maybach/Dail Photograph*

I-5 TRAFFIC NIGHTMARE

Plans by developers to build over 50,000 new homes have brought on concerns about the traffic flow along one of the state's most-heavily commuted freeways.



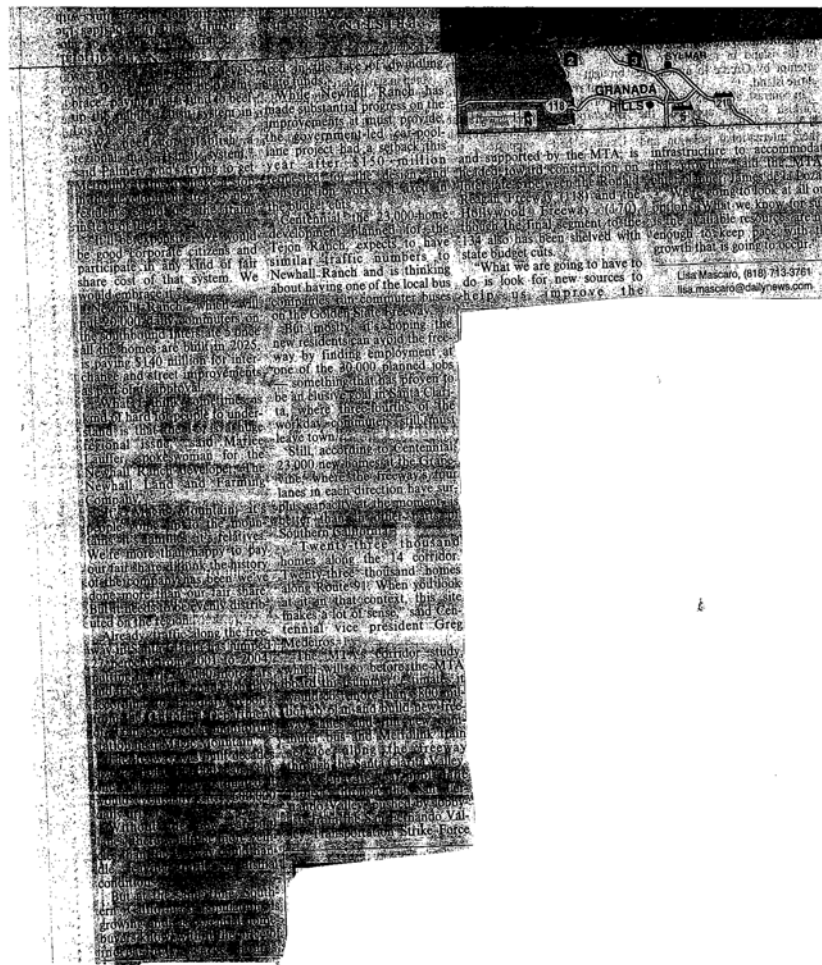
and supported by the MTA, is headed toward construction on Interstate 5 between the Ronald Reagan Freeway (118) and the Hollywood Freeway (170), though the final segment to the 134 also has been shelved with state budget cuts.

"What we are going to have to do is look for new sources to help us improve the

infrastructure to accommodate that growth," said the MTA's chief planner, James de la Loza. "We're going to look at all options. What we know for sure is the available resources are not enough to keep pace with the growth that is going to occur."

Lisa Mascaro, (818) 713-3761
lisa.mascaro@dailynews.com

Comment Letter I043 Continued



Response to Comments of, Sheldon H. Walter, April 26, 2004 (Letter I043)

I043-1

Options to route the HST through the Antelope Valley along the SR-138 corridor to I-5 in the Gorman area were considered but rejected in the screening evaluation, as indicated in Chapter 2 of the Draft Program EIR/EIS. These alignments would require long (12 miles or 19 km), deep tunneling through the Garlock fault zone. The tunneling associated with the SR-138 alignments would result in considerably higher construction costs and risks, making these options impracticable.

I043-2

Please see standard response 2.1.12. Los Angeles Union Station has been selected by the co-lead agencies as the preferred HST station location to serve downtown Los Angeles.

The second public hearing in Los Angeles held on the Draft Program EIR/EIS was held on June 23, 2004.

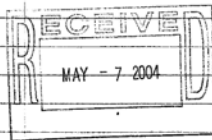
Comment Letter I044

I044

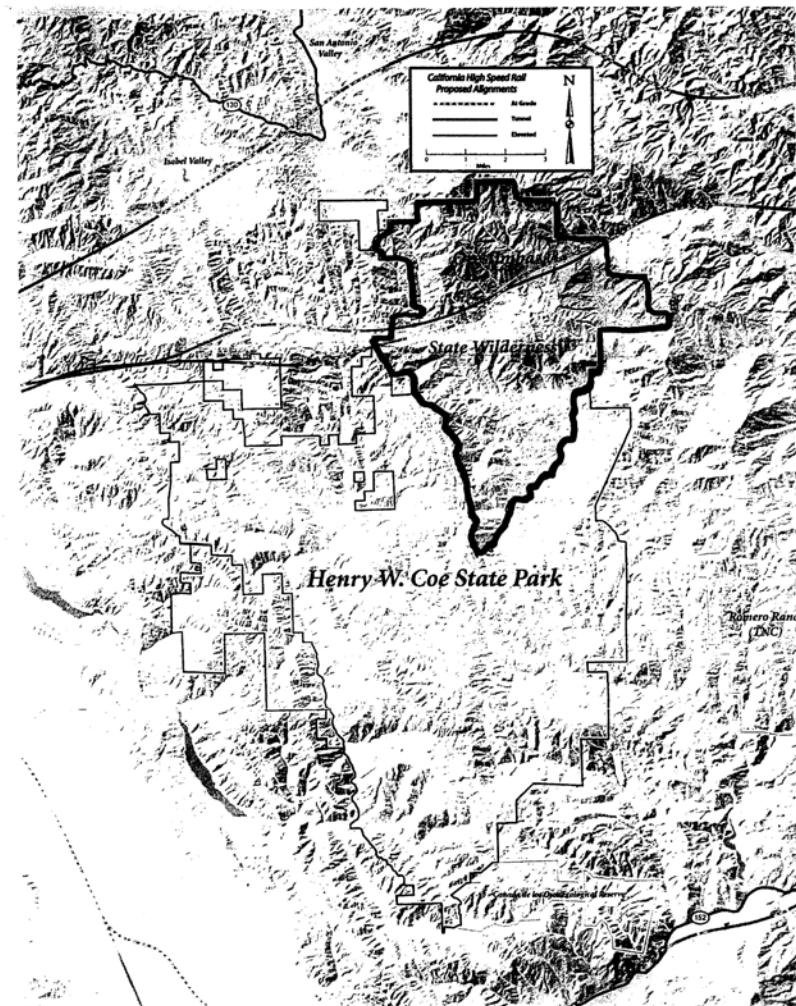
Dear California High Speed Rail Authority
 Inside of Henry W. Coe State Park the state designated a wilderness area known as the Orestimba State Wilderness. Inside this wilderness area the state has enforced the rules of a wilderness area which is no travel by any motorized vehicles, hiking, horse back and bicycles are allowed, Jeeps and ATVs are not allowed under any circumstances. Can you imagine the state being the caretaker of a beautiful piece of wilderness for the people of California, keeping people out of the area with motorized vehicles and then allowing a high speed bullet train to run right through the middle of it.

I believe that a bullet train from the valley to the bay area is a good plan that will help reduce traffic and smog. Currently there are four proposed routes through the Coast Range Mountains and I would like the route through the Orestimba State Wilderness removed from consideration.

Thank You
 Ricci E. Ponetta
 Ricci E. Ponetta
 1975 Moreno LN
 Newman CA 95360
 (209) 862-4036



mead



Please remove the route passing through the Orestimba State Wilderness from consideration.
 Thank You Ricci Ponetta Ricci Ponetta (209) 862-4036

Comment Letter I044 Continued

1. From Merced through the Romero Ranch and over Pacheco Pass with two alternate routes through the Gilroy area, then on to San Jose.

2. From Merced through the Simon Newman Ranch and up the Orestimba drainage, through Robinson Creek and west to San Jose, exiting the Diablo Range through Metcalf Canyon. *please remove from consideration*

3. From Merced through the Simon Newman Ranch, the Upper San Antonio Valley, Isabel Valley, and then to San Jose via Metcalf Canyon.



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

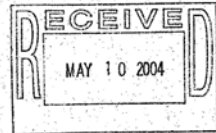
Response to Comments of, Rocci E. Pometta, May 7, 2004 (Letter I044)

I044-1

Please see standard response 6.3.1.

Comment Letter I045

I045



Friday, May 7, 2004

Mr. Joseph Petrillo, Chairman
HSR Authority
925 L Street Ste. 1425
Sacramento CA 95814

Ms. Carolyn Garbarino
434 San Carlos Ct.
Palo Alto CA 94306
650 322 6297

Dear Mr. Petrillo,

Please act to protect Henry Coe State Park and the Mt. Hamilton area from the introduction of new transportation infrastructure. Please revise and recirculate the DEIR to include an omitted feasible alternative, the Altamont Pass. And, please adequately analyze environmental impacts in the Diablo Range.

There is time to insure that the HSR Project will be economically viable while contributing minimally to environmental damage and sprawl throughout the state.

Respectfully,
Carolyn V. Garbarino, Technical Editor

I045-1

Response to Comments of, Carolyn Garbarino, May 7, 2004 (Letter I045)

I045-1

Please see standard response 6.3.1.

Comment Letter I046

51-4

I046

The Permanente Medical Group, Inc.
280 WEST MacARTHUR BOULEVARD
OAKLAND, CALIFORNIA 94611-5698
(510) 752-1000

ANTIOCH CAMPBELL DAVIS FAIRFIELD FREMONT FRESNO GILROY HAYWARD MARTINEZ MILPITAS MOUNTAIN VIEW NAPA NOVATO OAKLAND PARK SHADELANDS PETALUMA PLEASANTON	RANCHO CORDOVA REDWOOD CITY RICHMOND ROSEVILLE SACRAMENTO SAN FRANCISCO SAN JOSE SAN RAFAEL SANTA CLARA SANTA ROSA S. SACRAMENTO S. SAN FRANCISCO STOCKTON VACAVILLE VALLEJO WALNUT CREEK
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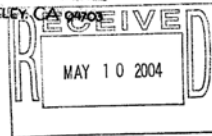
I voice the BOARD that the DEIR
is FLAWED. PLEASE REVISE THE DEIR to
include further study to the ALTAMONT PASS
etc + that it then be recirculated.

I046-1

Sincerely,




Dr. David Schneider
1730 HEARST AVENUE
BERKELEY, CA 94704




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04590-034 (REV. 2-03)



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



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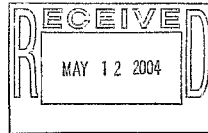
Response to Comments of, Dr. David Schneider, The Permanente Medical Group, Inc., May 10, 2004 (Letter I046)

I046-1

Please see standard response 2.18.1.

Comment Letter I047**I047**

Sue Braun
6515 Crystallaire Drive
San Diego, California 92120



May 9, 2004

Members of the California High Speed Rail Authority,

I note that there is a new high speed rail system proposed to connect San Diego and Northern California. Because I am unable to attend a public hearing re: this, I am now making a suggestion in writing.

In Europe there are trains that take on autos, as well as people. A family can put their car on the train and retrieve at the other end. It seems to me that a lot more people would use the trains if we could try this. Why can it be done elsewhere, yet not here?

An alternative would be to make it very easy for a family to rent a car at train stations. We have found it almost impossible on a Sunday at Union Station in Los Angeles. There are only 2 rental agencies at the station, one closed on Sundays and the other a distance away, adding an hour on each end of the trip to get and return a car.

A major reason more people do not use trains is that we do not make it convenient for them to do so. The route does not go where many want to go, or transportation on either end is a problem. I cannot take a train to visit my daughter in Topanga Canyon unless someone picks me up at the Chatsworth Station, relatively far away. There is no public transportation from the Chatsworth Station even to Woodland Hills, a compromise, or public transportation from the LA Union Station to Santa Monica or Woodland Hills. Obviously, I cannot take a train to visit my son in San Francisco either.

Although I have lived in San Diego since 1964, I am originally from the East; my father drove the only car our family owned, so I am accustomed to taking public transportation. Consequently, I, and my entire family, would do so happily if it were available.

Sincerely,

Sue Braun
Fax: 619-265-2210
e-mail: srbraun@cox.net

I047-1

Response to Comments of, Sue Braun, May 9, 2004 (Letter I047)

I047-1

Please see standard response 2.7.1.